

THE Wright Flyer[®]

Ohio Wing Newsletter

A detailed black and white illustration of the Wright Flyer biplane, showing its intricate wooden structure, dual wings, and tail. The plane is angled upwards, as if in flight. The name 'THE Wright Flyer' is written in a large, blue, stylized font across the middle of the plane. Below it, 'Ohio Wing Newsletter' is written in a smaller, black, sans-serif font. The signature 'GENIE LERMAN' is visible in the bottom right corner of the illustration.

Meet your Wing Headquarters.



The monthly staff meeting is well attended, but cramped. This photograph does not show the remaining 14 members standing in the halls and the offices connecting to the meeting room.

A repurposed Ohio Air National Guard Security Police building is now called home by the Ohio Wing CAP. You can still mail your correspondence to:

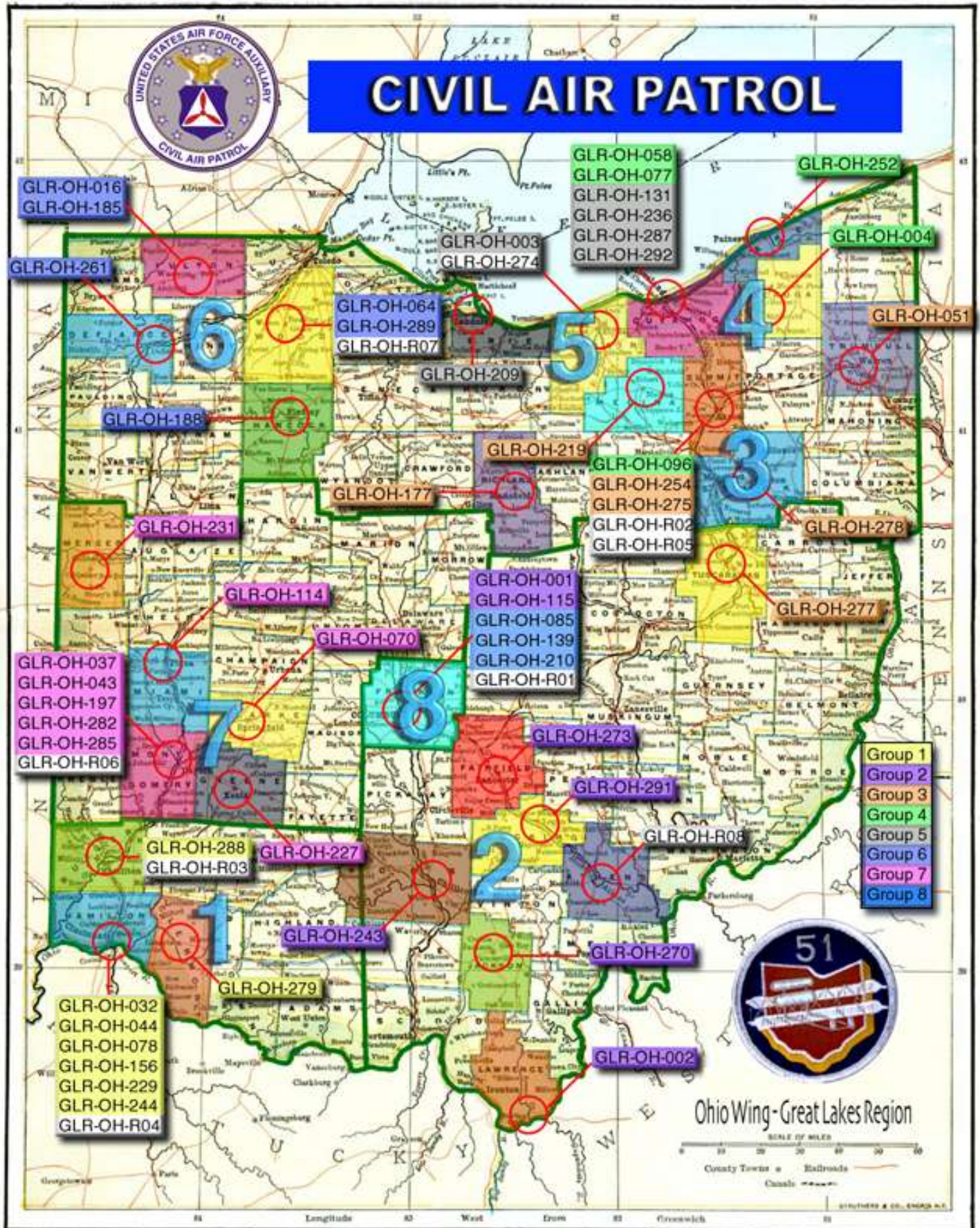
Ohio Wing Civil Air Patrol
7370 Minuteman Way
Rickenbacker IAP
Columbus, OH 43217-5875

This address serves the Rickenbacker base and is then distributed to the Ohio Wing as long as the words "Civil Air Patrol" Appear on the envelope.

Just when you thought that things were getting tight, another Group has been added to the roster.

Effective 1 March 2004, Ohio Wing reestablished Headquarters Group VIII under the command of Lt Col David M. Winters. Dave was a member of Columbus Cadet Sq, a former USAF officer, he joined CAP in 1973.

Squadrons comprising the Group are Columbus Senior (OH-085), Capt Eddie Rickenbacker Composite (OH-115), Columbus Cadet (OH-139) and Rickenbacker ANGB Composite (OH-210).



Wing Commander Change in Ohio

by: Lt. Col. E. Ralph Sims, Jr. CAP



Colonel Charles L. Carr, Jr., became the 21st Commander of Ohio Wing, Civil Air Patrol on the 14th of September 2003. In this capacity, he serves as the only corporate officer in Ohio, a member of the National Board and commands more than 1,600 men, women and cadets.

This command is responsible for the selection of Group Commanders and for the establishment of plans and procedures to assure that Ohio Wing is in a continued state of readiness to perform its three main missions. Prior to becoming Ohio's Wing Commander, he served as

Vice Commander of Ohio Wing for four years.

Colonel Carr was born in Columbus, Ohio as one of three children of Charles and Dorothy Carr and he is married with two boys and three girls. After graduating from Columbus East High School he entered the United States Air Force. He attended the NCO Leadership School, ATC Command NCO Academy, USAF Senior NCO Academy, and is a graduate of the Military Police Investigation School at Fort Gordon, Georgia. He retired from the USAF after serving for 23 years on active duty as a Master Sergeant.

Colonel Carr is a Senior Pilot in Civil Air Patrol and is Instrument Rated. His decorations from the USAF are the Air Force Commendation Medal, Outstanding Unit Award, Good Conduct Medal, Armed Forces Expeditionary Medal, Longevity Service Ribbon, Small Arms Expert Marksmanship Ribbon, Non-Commissioned Officers Education Ribbon and Master Security Police Qualification Badge. His Civil Air Patrol commendations are the Exceptional Service Medal, Meritorious Service, Commander's Commendation, Command Service Ribbon, Search "Find" Ribbon and Cadet Orientation Ribbon. Colonel Carr also has the Gill Robb Wilson, Paul E. Garber and General Chuck Yeager Awards.

Since joining the Civil Air Patrol in 1989, Colonel Carr has served the Ohio Wing as Director of Personnel, Commander of Captain Eddie Rickenbacker Cadet Squadron 803, Deputy Commander of Group VIII, Commander of Group VIII, Wing Air Operations Officer and as Vice Commander of Operations.



Lt Col Ron Feister, CAP is presented with the Gill Robb Wilson award by Col Charles Carr, CAP

Gill Robb Wilson Award

The Gill Robb Wilson Award is the highest training award which can be earned by a Civil Air Patrol senior member. The award is bestowed on its recipient in honor of the founder and first executive officer of Civil Air Patrol. Since its inception in 1964, the Wilson Award has been presented only to the most dedicated Civil Air Patrol members. To earn this award, a member must complete all levels of the Senior Training Program, attend the National Staff College or its equivalent, and serve in a command or leadership position for no less than 3 years. LTC Ronald E. Feister is the Director of Safety/SE for the Ohio Wing of the Civil Air Patrol.

Captain John Capiccioni is presented with the **Grover Loening Aerospace Award**. Successful completion of Level III training makes the CAP member eligible for the Grover Loening Aerospace Award. Captain Capiccioni is the Assistant Inspector General for Group 2 and is the Director of Administration and Personnel for the Ohio Wing of the Civil Air Patrol. CAP is the official auxiliary of the United States Air Force and a non-profit organization with more than 64,000 members nationwide. Its members perform 95% of the continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center. Volunteers also perform homeland security, disaster relief and counterdrug missions at the request of federal, state and local agencies.



In Passing

TO ALL PERSONNEL, GROUP 4:

It is with great sadness that I relay the news that **Maj Tom Felber**, Commander Emeritus of the 77th Cleveland Emergency Services SQD, passed away today at 1200 hrs. after a short battle with cancer.

Maj Felber commanded the 77th for many years and was largely responsible for the success of the unit and the professional air operation services they perform. Maj Felber started his career in flying serving aboard a B-24 during World War II, and was recently awarded a Leadership Award from Ohio Wing for his outstanding service to Civil Air Patrol. The aircraft operated by the 77th will receive the new CAP color scheme this year, and Ohio Wing Commander Col Charles Carr has authorized Maj Felber's name be stenciled on the pilot's door.

At Tom's request, there will not be a memorial service and his remains are being cremated. We will have a moment of silence for him at the Group 4 banquet. Our prayers are with his wife and family.

Sincerely,

Lt Col Christopher L. Smith
Commanding Officer
Ohio Wing, Group 4 Headquarters
Civil Air Patrol, United States Air Force Auxiliary

Maj. Tom Felber began his flying career in 1941 at the age of 19 when he completed Army Air Force flight training and became a B24 pilot. He served in the European Theater in W.W.II. and flew numerous missions into Germany. On one such mission, the aircraft was flak damaged severely; however, Maj. Felber was able to bring the aircraft back to England and land safely with all crew surviving. The aircraft was destroyed by fire immediately after the crew exited.

In later years he owned and flew Cessna 340 as part of his and his wife's decorating business. Over

the years he was a member of a flying club and flew their Stearman PT17 prior to becoming a member of the 77th unit of the Civil Air Patrol.

Maj. Felber was a friend, confidant, and mentor to all members of the CAP: senior and cadets alike. He was a "can do" person and excellent people manager especially in his last assignments as Commander of the 77th unit and subsequently aircraft maintenance and operations manager for the aircraft assigned to the 77th, N9345L.

Maj. Henry Wearsch, CAP OHWG/DOV

OHIO WING HEADQUARTERS CIVIL AIR PATROL UNITED STATES AIRFORCE AUXILIARY DISTINGUISHED LEADERSHIP AWARD

This Testimonial is granted to MAJOR THOMAS FELBER for having been selected to receive the OHIO WING LEADERSHIP AWARD and the TITLE OF COMMANDER EMERITUS for the CLEVELAND EMERGENCY SERVICES UNIT for Distinguished Leadership devoted to the Civil Air Patrol and the principles upon which the organization is built.

This Officer's skill in recruitment of flight crew and their orientation and training provided for a perfect record of readiness and mission accomplishment. Major Felber's skill as a Command Pilot reflected the success and safety with which he guided his crews along n training and missions. His leadership is shown in his volunteers' love for serving the community in Aviation and assisting the United States Air Force in fulfilling its Search and Rescue obligations.

Major Felber's contributions toward his fellow Americans and his devotion to his Unit reflect great credit upon himself and the Civil Air Patrol

-- Charles L. (Chuck) Carr, Jr., Colonel, CAP Commander

In Passing

High Flight

Oh! I have slipped the surly bonds of the Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and jointed the tumbled mirth
Of sun-split clouds - and done a million things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence.
Hov'ring there, I've chased the shouting wind along, and flung
My eager craft through the fooless halls of air...
Up, up the long, delirious burning blue
I've topped the wind - swept heights with easy grace
Where never lark, or ever eagle flew -
And, while with silent, lifting mind I've trod
The high untresspassed sanctity of space
Put out my hand and touched the face of God.

-John Gillespie Magee, Jr., RCAF, Digby, England

Lt.Col. Celio (Bongi) D. Bongiani, CAP Retired, passed away on February 21, 2004 at the age of 83. He was an active member of the Group 1 staff through the 70's and 80's. He is survived by his wife Frances and daughters: Susan, Nan and Roberta LaPlant. He was a retired Schoolmaster and had also been a Hamilton County Special Deputy Sheriff.

Lt.Col. Dennis Daum, CAP
Group 1 I.G.

Gentlemen:

31 MARCH 2004

It is with deep regret that I inform you of the passing of 1Lt June Felber, GLROH077. June was the wife of our past OH077 commander, Maj Tom Felber, and served for many years as Personnel Officer for our unit. June and Tom were very close in their business and retirement years. She has been physically incapacitated for sometime now following a stroke. Late last year, when Tom became ill, he set up residence for her at The Hamlet in Chagrin Falls.

I will advise of further details as they surface.

A prayer from all would be appreciated.

Regards,
Henry

Maj. Henry Wearsch
OHWG/DO/DOV

Community

Civil Air Patrol members complete training

Thirteen members of the Civil Air Patrol, Harrison Composite Squadron, completed their Community Emergency Response Team (CERT) training on Dec. 6.

The CERT training was a three-day, 20-hour course offered by the Cincinnati Fire Department, American Red Cross and the Hamilton County Emergency Management Agency.

The CERT concept was developed and implemented by the City of Los Angeles Fire Department in 1985. The

Los Angeles program proved to be so beneficial that the Federal Emergency Management Agency (FEMA) made it available to communities nationwide.

The Emergency Management Institute (EMI) in cooperation with the LAFD, have expanded the CERT materials to make them applicable to all hazards.

Community Emergency Response Teams do not replace local emergency services, but simply assist fire and EMS in smaller scale needs and opera-

tions.

CERT training consists of disaster preparedness, disaster fire suppression, disaster medical operations, light search and rescue operations, disaster psychology and team organization.

Members of the Harrison Composite Squadron certified as CERT members are: Capt. Joseph A. Montag, 2nd Lt.; John W. Turner Jr., 1st Lt.; Anthony T. Smithmeyer, C/SM Sgt.; Anthony C. Smithmeyer, C/Amn; Derek T. Hall, C/Amn; Vernon Lawrence, C/2nd Lt.;

Robert A. Friedl, C/Amn; Joseph M. Friedl, C/SM; Sgt. William T. Friedl, C/Amn; Michael W. Westerfield H, C/SrA; Dylan J. Brasier, C/T Sgt.; Christopher L. Pack and C/Amn Jerome K. Pack Jr.

The Harrison Civil Air Patrol Squadron meets every Tuesday at the Harrison Airport at 7 pm. Visitors and new members are always welcome.

- Submitted by 2nd Lt. John W. Turner Jr.



The FAA relaxes the Visitor Rule

Effective November 21, 2003, the FAA will allow visitors into most FAA facilities. What this means to Flight Service is that we can again offer tours to anyone interested and also reinstate the Wings Program to pilots. See our website for details.

www.dayafss.jccbi.gov/VISIT.htm

OH-273 Fairfield Flyers Senior Squadron visits the FAA control tower at Port Columbus International (CMH).

Senior members of the Ohio Wing of the Civil Air Patrol visited the air traffic control tower facility at Port Columbus International Airport as part of their ongoing aerospace education program.

The visit was organized by Maj. James E. Beck, Commander of OH-273. The tour covered the

basics of air traffic control and defined the concept of controlled air space. The members were allowed to observe the control tower crews as they communicated with aircraft on approach, landings and ground operations. The tour also included a visit to the radar approach and delivery control center dominated by radar displays that coordinates the traffic transitioning through the Columbus airspace.

WINGS/AFSS Pilot Visitation Program

REFERENCE: Advisory Circular AC 61-91H, Pilot Proficiency Award Program

The Dayton AFSS, in conjunction with the Cincinnati and Columbus Flight Standards District Offices, has developed a WINGS program, whereby pilots can receive WINGS credits upon completion of a facility familiarization of the Dayton AFSS. Upon completion of the facility familiarization and the required 3 hours of flying as specified in AC 61-91H, pilots will be awarded an appropriate level WINGS lapel/tie pin and a certificate of completion.

The program will provide pilots with an opportunity to sit down with a specialist as they perform their Preflight, Broadcast, Inflight, and Flight Data duties. In general, the specialist hosting a pilot will provide the pilot with an overall view of the Dayton AFSS equipment and function. More specifically, the specialist will provide an overview of the operating position and duties, answer questions and allow the pilot to listen in as the specialist performs their duties. Some additional suggested topics for discussion could include TIBS/HIWAS broadcast, this program, please call one of our supervisors at 937-454-8398.

Piqua CAP Squadron hear about Israel

John Stemple employee of the Registrar's Office at Sinclair College, writer for the Academy Spirit, a publication of the Air Force Academy and Civil Air Patrol Chaplain for the Jewish faith spoke to the Piqua Don Gentile Squadron, Unit 709, of the Civil Air Patrol recently and explained his work in Israel. "Many American citizens from the United States are active in volunteering to Israel at various times of the year," Stemple said. He added that he first became interested in the Jewish religion when he found relatives of that faith while he was doing genealogical research. It totally changed his life.

The Civil Air Patrol chaplain dressed in fatigues with Israel markings told the Piqua crowd of cadets, seniors and guests assembled at the Young St. and Roosevelt Ave. corner's headquarters, that he learned his family's name was "Stempelmacher" and he immediately went overseas with tour groups to find his "roots." Eventually he began working in Israel helping the Israel Army.

It doesn't matter if you are a retired American Lt. Col. or a low-some college student, noted Stemple; you start out with the same duties as everyone else. Latrine duties are among those least desirable jobs that understand no rank.

Stemple added that you had to be recommended by a Rabbi and pass the physical in order to be a volunteer for this volunteer organization known as Sar-El. The Sar-El has a pronounced history that began when Jewish settlements faced the disastrous prospect of losing their entire agricultural crops due to the Galilee War, on the Golan Heights and in Lebanon, during 1982. Most of the able-bodied residents who could have harvested their ripened crops were called up for duty in the Israel Army Reserve. There was a manpower shortage to bring in those crops and help in the rebuilding the nation of Israel.

Dr. Aharon Davidi (former head of the I.D.F. Paratroopers and Infantry Corps) had the task for directing the Golan Heights community and cultural activities. Dr. Davidi was so moved by his friends' distress that he began to round up recruits from the United States to help. In a matter of weeks almost 650 volunteers had arrived in Israel to offer their assistance to bring in the crops. Dr. Davidi must have realized that this was a wonderful idea for those thoughtful workers would continue to help sustain the people of Israel for a long time.

As a result, The National Project for Volunteers for Israel was founded in the



TERRY D. WRIGHT

Columnist

spring of 1983. The non-profit, non-political organization is known as "Sar-El" which is a Hebrew acronym meaning "Service for Israel." Since that earlier time, thousands of volunteers have made "aliyah" (the immigration of Jews to Israel) and some going on to become citizens of Israel. So successful has been the Sar-El program that in 1988 the Chairman of the "Knesset" Israel's unicameral parliament recognized Sar-El for its role in promoting "aliyah" and the absorption of immigrants.

As the project has progressed, volunteers from some 30 countries worldwide. The majority of those volunteers, however, had come from the Volunteers for Israel (V.F.I.) in the U.S. and Volontariat Civil (U.P.I.) in France.

Stemple told the Piqua squadron that Israel was a beautiful place and tourism was down because of the violence in that part of the world. Nevertheless, he added, "don't believe everything you hear in the news because trouble is only in the disputed areas." The noted chaplain and Aerospace Education senior member of the Civil Air Patrol added that there were many other areas of Israel worth seeing and special programs worth participating in despite the problems in one section of that nation.

For instance, Stemple stressed, there is a wonderful glider-training program in Israel and aeronautics schools are taught there. "Those aviation facilities are very similar to what we have in the United States," he concluded.

Religion, of course, said Stemple, was a huge factor in Israel and the Orthodox groups have a monopoly in Israel. That means that dairy products and meat are out. Therefore, there are no cheeses. However, he pointed out to the Piqua cadets, there is a soy cheese available but even that is forbidden by the Orthodox because it goes against the "spirit of the law" of their religion.

The Don Gentile Squadron's cadets wanted to know about what else there was to eat in Israel and if it was different from the U.S. There are eggs, cheese, and toast usually for breakfast, the visitor said. "Lunch is usually two or three types of meats and salads offered. There is chicken, beef



Photo Provided

Civil Air Patrol Jewish Chaplain, Aerospace Education officer and Dayton resident John Stemple in Israel volunteering assistance through the Sar-El for that nation's success.

and lots of lamb to eat but they do not use preservatives," Stemple added, he concluded.

The United States is very close to the nation of Israel, Stemple said. "You can find many American businesses in Israel including Pizza Hut." Often Israel is called the fifty-first state because of the U.S. and Israel friendship.

There are many Christians there too, said Stemple. Usually volunteers sign on for three weeks at a time and many members are subsidized. Enormous amounts of goodwill are promoted in that manner, said Stemple. "Recently, two boys came over from Guatemala's police and security team and arrived in Israel as volunteers," Stemple continued. The Israel Defense Forces trained those officers before they returned to their homeland. Thereby, a connection is made with a country and the Israel forces are able to assist other nations in police and security work. Those nations, in turn, send volunteers to assist in Israel's efforts.

Stemple has been to Israel

three times so far and is anticipating departing again soon. The last time he was in Israel it was a couple of months before the war in Iraq, he said. The thousands of volunteers, as part of the Home Front Command designed to defend Israel, were busy shipping out radios and military equipment and helping to set up Patriot missile batteries in anticipation of war with Iraq. He noted that his job was to package tank crew helmets.

It is true that unlike the casual tourist, the Sar-El volunteer temporarily becomes an Israeli and forms lasting friendships with the nation's citizens and the land. The cultural exchange between people of the world is seen as a mutual advantage. Volunteers have expressed a deep appreciation for the difficulties of the Israelis every day life. If you are interested in learning more about the Sar-El volunteer experience you can contact Sar-El, 111 Jerusalem Blvd., Tel-Aviv 68151 Israel. Email: sar_el@netvision.net.il Web site: www.sar-el.org.

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Official Safety Newsletter for The Civil Air Patrol

Sights On Safety (SOS) #2

At the 2002 National Board Meeting, Major General Bowling announced his Sights on Safety (SOS) Program and followed up with a memorandum for all Civil Air Patrol members to emphasize the absolute need for our organization to have the right mind-set about safety. The goal is to make safety a cornerstone of our lives. General Bowling directed that the SOS program be mandatory for Wings and optional (but encouraged) for Squadrons. Because the Commander's goal was innovative, new approaches to safety, he did not want to provide program guidelines, except that all Wings would have one. This year, Brigadier General Wheless emphasized that submissions should address safety concerns on a longterm basis and provide "cross-talk" that other units could find useful. One change in General Wheless' 9 Sep 03 memo is that videotapes are not required. You can view all the policy letters concerning SOS on the CAP website at: <http://level2.cap.gov/index.cfm?nodeID=5330>. To motivate the sharing of these innovative, new approaches to safety, a substantial amount of money has again been set aside to reward the best efforts; \$5,000 to the winning Wing, \$3,000 to 2nd place and \$2,000 to 3rd. For Squadrons that choose to participate, \$2,000 will go to the winner, \$1,000 to 2nd place and \$500 to 3rd. The grants will be awarded at the August National Board in Tampa, Florida. Region commanders will meet in an SOS Awards Board, chaired by the Commander and Vice Commander, to judge the entries. Submissions must arrive NLT 1 Aug 04. Send a description of the innovative ways that your unit is enhancing CAP safety to: Sights On Safety, HQ CAP/SE, 105 S. Hansell St., Maxwell AFB, AL 36112.

Reporting & Investigating

The process of reporting and investigating CAP mishaps is relatively straightforward and is laid out "cookbook-style" in CAPR 62-2. Probably the most challenging task is determining when an aircraft "incident" crosses the threshold to become an aircraft "accident" in the substantial damage category. The subtleties are found in CFR, Title 49, Chapter VIII, Part 830, which I have conveniently attached to CAPR 62-2. If you're ever in doubt about whether or not the

damage is "substantial", contact the local NTSB office or the FAA Flight Standards District Office and they will send out a representative to make the determination.

Immediate notification of accidents, which involve substantial damage, serious injury or death, has been greatly simplified with the 24 hour National Operations Center toll-free number – 888-211-1812. Notification for less serious mishaps should be accomplished within 48 hours of the mishap using the CAPF 78. The National Operations/Safety fax - 800-555-7902 - is probably the quickest way to submit these forms. For the most part, initial reporting is timely and accurate.

However, some show up occasionally with incomplete information or a very vague description of the mishap. Probably the two most important pieces of information are the name of the person completing the report and their phone number, in case there are questions.

After notifying everyone that the mishap has happened, the real work begins. Now comes the investigation - interviews, photos, pilot and aircraft records, etc. Once the facts have been gathered, a thorough analysis must be conducted to produce the document that contributes most to

mishap prevention, the CAPF 79, CAP Mishap Investigation Form. Unless directed otherwise by the CAP General Counsel, this document is required

for all mishaps and is due 35 days after the mishap. As the report is written, the investigator should identify findings and causes. The International

Society of Air Safety Investigators defines findings as "all significant conditions and events, causal and non-causal, found in the investigation." Findings are typically a list of the investigator's conclusions listed in chronological order. This logical progression of relevant events makes identifying

causes much easier. Causes are findings, which singly or in combination with other causes, resulted in the damage or injury that occurred. A cause can be a deficiency, an act, an omission, a

condition or a circumstance that either starts or

sustains the mishap sequence.

The point of doing an investigation is to prevent the mishap from reoccurring by correcting the deficiencies that allowed it to happen in the first place. Start by examining the causes and asking how they might be prevented. Keep in mind that recommendations must be feasible and cost effective or they will never be adopted. Because of the feasibility and cost variables, the investigator might not be the best person to make recommendations. It's perfectly acceptable to bring in subject matter experts to develop a recommended

course of action to reduce or eliminate the deficiencies that were identified. If recommendations

originate solely from the investigator, the people charged with implementation should review them for practicality before the report is final.

Lessons learned from mishaps only happen after quality investigation and reporting.

Will Your C-172 Be Grounded?

Several CAP C172 aircraft have recently been grounded during IG Compliance Inspections.

These inspections have revealed that some C-172s that have received:

- **STC SA2196CE**, to increase the max gross weight to 2550 pounds

- **STC SA4428SW**, to upgrade the horsepower from 160 HP to 180 HP

have not complied with all of the requirements.

The first STC requires the use of 6-ply tires with increased tire pressures. This should normally be accomplished by the mechanic. However, both STCs also increase POH and checklist airspeeds.

Without these changes being posted to the POH and the checklists used by the crew, the checklists are not FAA approved and pilots risk flying the aircraft at incorrect airspeeds.

We request that all units possessing a C-172 with such upgrades, review the STC and the associated documentation in the POH and all aircraft checklists for compliance with the STC.

Additionally, the STC should be kept with the POH, as it becomes an official part of the POH.

The Goal is Zero Mishaps

Some people may think "zero" is simply too hard to be a realistic goal. However, any goal other than zero implies that some mishaps are acceptable- but, no mishap is. The moment we stop pressing forward, we start falling back. We absolutely cannot fall into the trap of accepting accidents as a cost of doing business. Secretary of Defense, Donald Rumsfeld, shares the zero mishap goal. He has asked his commanders to reduce their mishap rate by at least 50% over the next two years. While leaders start the charge, real change requires effort from all of us individually.

Make safety an integral part of your life - manage your risks, watch out for the safety of others and we can make this goal a reality.

Other Safety Meeting Topics

- Does your organization have an effective safety culture?
<http://www.tc.gc.ca/civilaviation/systemsafety/Brochures/t13844/menu.htm>
- Air Education and Training Command's Torch Magazine:
<http://www.aetc.randolph.af.mil/se2/torch/back/2004/0401-02/index.htm>
- NASA's Aviation Safety Reporting System (ASRS):

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CAP Safety Team

Health and Safety

.....The following information was provided by my plant safety officer. The key phrase here is "When in doubt---call 911."

It is better in this case to be safe rather than sorry.

LTC Moore

For all youngsters 45 and older.

This might be a lifesaver if we can remember the three questions!

Is It a Stroke?

Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer brain damage when people nearby fail to recognize the symptoms of a stroke.

Now doctors say any bystander can recognize a stroke asking three simple questions:

- * **ask the individual to smile.**
- * **ask him or her to raise both arms.**
- * **ask the person to speak a simple sentence.**

If he or she has trouble with any of these tasks, call 9-1-1 immediately and describe the symptoms to the dispatcher. After discovering that a group of non-medical volunteers could identify facial weakness, arm weakness and speech problems, researchers urged the general public to learn the three questions. They presented their conclusions at the American Stroke Association's annual meeting last February. Widespread use of this test could result in prompt diagnosis and treatment of the stroke and prevent brain damage."

Remember:: When in doubt---call 911.

PASS IT ON.....

Forwarded to OH Wing E-mail List by LTC Moore.